The TIR Convention

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Overview

- Presentation of the TIR convention (General Overview)
- Approval of vehicles and containers: legal dispositions
- Guidance on the TIR website (standard approval reports).
The TIR Convention
Several Kinds of Customs Transits Systems

National transit
Country A

Doc/seal/guarantee

or

Country A

Doc/seal/guarantee

Bilateral or multilateral transit
Closed system between two or more countries (access on invitation)

Country A
Doc/seal/guarantee

Country B

Doc/seal/guarantee

Country A
Doc/seal/guarantee

Country B

Doc/seal/guarantee

Global transit ➔ TIR
Country A
Same documents/seals/guarantees

Country B

Country C

Country D
• History:
  • First Convention 1949, revision 1975
  • From 6 countries to 68 countries (Operational: 56)
  • During the last 15 years: 24 new Contracting Parties

• Objective:
  • Facilitation
  • revenue protection + Customs checks
• Only global transit procedure
• Intermodal (trucks and containers)
• Public/Private Partnership
THE TIR CUSTOMS TRANSIT PROCEDURE

The five pillars of the TIR System

<table>
<thead>
<tr>
<th>TIR Convention, 1975</th>
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<td>5 pillars of the TIR system</td>
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<td>International guarantee</td>
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</table>
International Guarantee

• Organised by the IRU
• Customs claim against the national association in their country

When there is a problem in country C with a TIR carnet issued in country A the customs of country C can claim the duties against the national association in country C (IRU organise the settlements between the insurance company and the national associations of countries A and C)
THE TIR CUSTOMS TRANSIT PROCEDURE

The five pillars of the TIR System

TIR Convention, 1975

5 pillars of the TIR system

International guarantee

TIR Carnet
Document: TIR Carnet

One single document, security elements printing and issued by the IRU only

Supported by IT tools from Unece: ITDB, IRU: SafeTIR (cute wise)/ TIR EPD
# THE TIR CUSTOMS TRANSIT PROCEDURE

## The five pillars of the TIR System

<table>
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5 pillars of the TIR system
Article 5:
1. Good carried under the TIR procedure in sealed road vehicles, combinations of vehicles or containers shall not as a general rule be subjected to examination at Customs offices en route.

Article 19:
The goods and the road vehicle shall be produced with the TIR Carnet at the Customs office of departure. The Customs authorities of the country of departure satisfying themselves as to the accuracy of the goods manifest...

- **Customs transit/destination rely on checks carried out at the Customs office of departure**
- **Inspection/sealing at the customs office of departure, no authorised consignor**
- **Customs office of departure must check the condition of the road vehicle** (EA art 19)
# THE TIR CUSTOMS TRANSIT PROCEDURE

The five pillars of the TIR System

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Customs authorities give access to the TIR procedure:

To national associations to issue TIR Carnets and act as guarantor

For Transport operators to utilize TIR Carnets (also the national associations have their input)

The information concerning all persons authorised to use the TIR transit procedure is listed in UNECE’s: International TIR Data Bank (ITDB).
**THE TIR CUSTOMS TRANSIT PROCEDURE**

**The five pillars of the TIR System**

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THE TIR CUSTOMS TRANSIT PROCEDURE

The five pillars of the TIR System

TIR Convention, 1975

5 pillars of the TIR system

Secure vehicles or containers
International guarantee
TIR Carnet
Mutual recognition of Customs controls
Controlled access
Countries with most TIR carnets issued

– 1996 - Poland, Hungary, Turkey, Russia, Romania

– 2002 - Romania, Turkey, Lithuania, Belarus, Russian Federation

– 2013 Turkey (685,000) Russia (598,000), Ukraine, Belarussia, .............Finland (11,400)
## Number of TIR Carnets issued

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TIR CARNETS ISSUED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1959</td>
<td>67,000</td>
</tr>
<tr>
<td>1969</td>
<td>790,035</td>
</tr>
<tr>
<td>1980</td>
<td>718,612</td>
</tr>
<tr>
<td>1990</td>
<td>748,600</td>
</tr>
<tr>
<td>2000</td>
<td>2,782,600</td>
</tr>
<tr>
<td>2012</td>
<td>3,158,300</td>
</tr>
</tbody>
</table>
Possibilities to grow

Possibilities:

• Computerization of the TIR procedure (eTIR)
• Reactivation of the TIR in some countries: Afghanistan
• Joining of new countries: Saudi Arabia, Pakistan...
• More intensify use of intermodal aspects (boat/train)
• Simplified procedures (Authorized consignee/consignor)
• Using TIR for National customs Transit
Questions ?
PROCEDURES FOR APPROVAL OF ROAD VEHICLES/CONTAINERS

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Finland
June 2013
FUNCTIONS /OBJECTIVES

• Prevent the removal of goods from the load compartment (or introduction into) without leaving obvious traces of tampering or breaking the Customs seal
• Facilitate simple and effective affixing of Customs seals
• No concealed spaces
• Make load compartments readily accessible for Customs inspection
Obligation for approval + exceptions

Art 3a) the transport operation must be performed (i) by…vehicles or containers previously approved ..

Exceptions :

- Heavy and bulky goods (= object which because of its weight, size or nature is not normally carried in a closed road vehicle or closed container)
- Buses, cranes .. Considered as goods travelling by their own means (= Heavy and bulky goods)
Quiz

Which of the following is not considered as heavy or bulky goods?

A. Bus travelling on its own wheels
B. Livestock
C. Milk in a tank
D. Gravel on an open platform
(a) Approval of vehicles and containers

Article 12

Every road vehicle must as regards its construction and equipment fulfil the conditions set out in Annex 2 to the Convention and must have been approved according to the procedure laid down in Annex 3. The certificate of approval shall conform to the specimen in Annex 4.
Chapter III: Transport of goods under the TIR Carnet

(a) Approval of vehicles and containers

Article 13

Containers must be constructed in conformity with the conditions laid down in Annex 7, Part I and must have been approved according to the procedure laid down in Annex 7, Part II.

!! Containers approved in the framework of Container Convention are also approved for the TIR convention !!
PROOF OF APPROVAL CERTIFICATE /PLATE

Road vehicles : certificate

Containers : approval plate

Approval Certificate of a road vehicle for the transport of goods under Customs seal

Certificate No ....................

APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL

NL/26/73

TYPE .......... MANUFACTURER'S No
OF THE CONTAINER ..........
Defined by national legislation:

- Customs
- Ministry of Transport
- An authorized private company
TWO PROCEDURES FOR APPROVAL

• Individually or
• By design type (series of road vehicles, containers)

PROCEDURES FOR APPROVAL OF ROAD VEHICLES: COMMON POINTS

- Approval certificate is issued for all approved vehicles
- If the owner has changed, the certificate remains valid
- Vehicles are produced every two years for inspection and renewal of approval
- If a vehicle no longer complies with the technical regulations, it should be restored to the original condition
- If the essential features are changed, the vehicle must be re-approved
• Competent authority shall inspect road vehicle (standard approval reports)
• Deliver a certificate of approval
• Granted by the competent authorities of the country of construction at request of the manufacturer
• Application shall contain identification numbers which will be assigned
• Application accompanied by drawings/detailed specifications
• Authorities can inspect vehicles/production process
• Holder fills in item 1 (registration No.) or, in some cases, item 8 (name and business address) on the approval certificate
• Model in Annex 4

• Format A3 folded in two

• Printed in the language of the country of issue and in French or English

• Photo or diagrams may be attached (authenticated by the issuing authority). Their number is indicated under item 6

• Number of seals, if more than one, is indicated under item 5 (comment)

• Original must be kept on the road vehicle
APPROVAL CERTIFICATE
of a road vehicle for the transport of goods
under Customs seal

Certificate No ……………………………………………………………………………………

TIR Convention of 14 November 1975

Issued by: ………………………………………………………………………………….

(Competent Authority)

IDENTIFICATION

1. Registration No …………………………………………………………………………

2. Type of vehicle …………………………………………………………………………

3. Chassis No …………………………………………………………………………………

4. Trade mark (name of manufacturer) …………………………………………………

5. Other particulars ………………………………………………………………………

6. Number of axles ………………………………………………………………………

7. APPROVAL

☐ Individual approval

☐ Approval by design type

Authorization No (if applicable) ……………………………………………………………

Place ………………………………………………………………………………………

Date ………………………………………………………………………………………

8. HOLDER (manufacturer, owner or operator) (where applicable)

Name and address …………………………………………………………………………

9. RENEWALS

Valid until …………………………………………………………………………………

Place ………………………………………………………………………………………

Date ………………………………………………………………………………………

Signature ……………………………………………………………………………………

Stamp ………………………………………………………………………………………

please see the "important notice" on page 4.

(ECE/TRANS/17/Amend.18; entered into force on 1 August 1995)
### Important Notice

1. When the authority which has granted the approval deems it necessary, photographs or diagrams authenticated by the authority shall be attached to the approval certificate. The number of those documents shall then be inserted by the competent authority, under item No. 6 of the certificate.

2. The certificate shall be kept on the road vehicle. This must be the original of the certificate, not, however, a photocopy.

3. Road vehicles shall be produced every two years, for the purposes of inspection and renewal of approval where appropriate, to the competent authorities of the country in which the vehicle is registered or, in the case of unregistered vehicles, of the country in which the owner or user is resident.

4. If a road vehicle no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under cover of TIR Carnets, be restored to the condition which had justified its approval so as to comply again with the said technical conditions.

5. If the essential characteristics of a road vehicle are changed, the vehicle shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under cover of TIR Carnets.
• Contracting Parties recognize the validity of the approval granted in other Contracting Parties

• However, they reserve the right to refuse to recognize the approval of road vehicles which do not meet the TIR technical conditions

• Contracting Parties shall avoid delaying traffic when the defects found are of minor importance and do not involve any risk of smuggling

• If a major defect is found, the competent authority may either refuse the vehicle to continue or allow to do so under the necessary precautions. In any case, before a new TIR transport the defect should be rectified.
• Approval certificate is issued which gives the right to affix the an approval plate.

• Containers have not to be produced every two years for inspection and renewal of approval

• If a container no longer complies with the technical regulations, it should be restored to the original condition

• If the essential features are changed, the container must be re-approved
APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL

NL/26/73

TYPE .......... MANUFACTURER'S No
OF THE CONTAINER ..........
Questions ?
Guidance on TIR Website

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Customs expert

Finland
June 2013
Documentation TIR Website

http://www.unece.org/tir/training/english/tir-secure-vehicles-containers.html

- Convention
- Documents discussed at WP 30/AC2/TIRExB
- Presentations at TIR seminars

+ 

- Approval reports
- Good practice guide
- Power Points on secure vehicles
Sealing of Vehicles
SECURITY and RISKS

Good Practice Guide

CAPAC BEOGRA - MONTENEGRO
Enforcement Project
Beograd, 2005
- Practical
- Lots of photos

ECE/TRANS/WP.30/2006/16
page 14
Annex

The sheet may be accidentally ripped during the journey. Usually this is not serious damage and can be easily noticed (Fig. A and B). The upper part (roof) of the sheet is more difficult to check and therefore more likely to have openings for fraudulent purposes. Special attention should be paid to these parts of the sheet containing inscriptions - i.e. Company name or logo - as they might cover repairs made incorrectly and be difficult to detect (Fig. C).

A: Sheet ripped during journey, with rather extensive damage. This trailer should NOT be allowed to continue to transport under customs seal - unless it is repaired.

B: Sheet ripped during journey, with minor damage. Dependent on the commodity being transported, this trailer COULD be allowed to complete the current journey - but should NOT be able to carry out further international transport without being repaired.

C: Company logo covering repair made incorrectly - sheet repaired by using adhesive tape on the inner side of the sheet.
Several approval reports

I. Approval report for Sliding sheets
II. Approval report for solid-siders
III. Approval report for vehicles with sideboards + sliding sheets
IV. Approval report for vehicles with strap hooks + sliding sheets
V. Approval report for tankers
VI. Approval report for vans
VII. Approval report for hydraulic ramps for loading /unloading
### Vehicle registration number:

<table>
<thead>
<tr>
<th>Chassis number:</th>
</tr>
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</table>

### Construction:

<table>
<thead>
<tr>
<th>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</th>
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</thead>
</table>

1. **The constituent parts of the load compartment assembled by:**

| □ | Bolts inserted from outside, the nut on the inside welded to the bolt |
| □ | Rivets inserted from outside, secured on the inside |
| □ | Welding |
| □ | Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside |
| □ | Compartment floor secured by other means, e.g. double-flooring |

### Side-boards:

<table>
<thead>
<tr>
<th>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (b))</th>
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2. **Locking mechanisms secure:**

| □ | Locking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet. |
| □ | Locking mechanisms for side-boards secured by a folding TIR-ring integrated in the pillar. |

3. **Hinges and hinge-pins secure:**

| □ | Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding |
| □ | Hinges mounted on the side-board secured, i.e. bolts welded, no access to the bolts or secured by a bolt inserted vertically through the sideboard |
| □ | Self-securing hinges - the side-board must to be open and lowered in order for the hinge to slide off the hinge-pin |

### Rear doors:

<table>
<thead>
<tr>
<th>(complete only if the vehicle is equipped with rear doors)</th>
</tr>
</thead>
</table>

4. **Door closing system secure:**

<p>| □ | Cam engaging devices, bearings and saddles for locking rods secure. |
| □ | Manoeuvring handle and locking rod securing point: RIVETED / WELDED |
| □ | Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts. |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle registration number:</td>
<td></td>
<td>Chassis number:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sheet:</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

6: **The sheet is made of (material):**

- [ ] Strong canvas
- [ ] Plastic-covered or rubberized cloth - sufficient in strength and unstretchable

7: **The sheet is made up of several pieces:**

- [ ] Pieces sewn together with two seams - ALL seams must be machine-sewn.
- [ ] Pieces welded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined without leaving obvious traces.

8: **Condition of the sheet:**

- [ ] The sheet is in good condition and made up in such a way that once the closing device has been secured, it is impossible to gain access to the load compartment without leaving obvious traces.
- [ ] The sheet is repaired.
- [ ] Repairs made in accordance with methods described.
- [ ] Eyelets at the edge of the sheet are reinforced. Reinforcement made of suitable material and intact.

The vehicle is affixed with a TIR plate as described in Article 16 and Annex 5 of the Convention.

No goods can be removed from or introduced into, the sealed part of the vehicle without leaving obvious traces of tampering or without breaking the Customs seal.

Customs seals can be simply and effectively affixed.

The vehicle contains no concealed space where goods may be hidden.

All spaces capable of holding goods are readily accessible for Customs inspection.

**DECISION:**

- **APPROVED**
  - The vehicle fulfils the technical conditions as laid down in Annex 2 of the TIR Convention

- **REJECTED**
  - The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention

### Required number of Customs seals and protection:

The vehicle requires: seal(s) for Customs secure sealing. CLEARLY INDICATE the number of seals required.

**IMPORTANT**

In cases where more than ONE Customs seal is required for Customs secure sealing of the vehicle, the number of such seals *must* be indicated in the Certificate of Approval under point 5.

A sketch or photographs *must* be attached to the Certificate of Approval, showing the exact location of the Customs seals.

- The Customs seal(s) is adequately protected.
- The vehicle is affixed with a TIR plate as described in Article 16 and Annex 5 of the Convention.

### Annex 2, Article 1:

(a) No goods can be removed from or introduced into, the sealed part of the vehicle without leaving obvious traces of tampering or without breaking the Customs seal.

(b) Customs seals can be simply and effectively affixed.

(c) The vehicle contains no concealed space where goods may be hidden.

(d) All spaces capable of holding goods are readily accessible for Customs inspection.

### Vehicle registration number:

### Chassis number:
Questions?

Thank you!

Contact: erik.willems@unece.org